fare between Kerala and Gulf sector despite comparatively existing high fare in this sector;

(b) if so, what are the reasons for hike in this region; and

(c) what remedies Government propose to take to remove anomalies created by the Air India despite the distance being shorter than Bombay-Gulf?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) With effect from October, 1985 the fares on the India-Gulf sector have been increased by 4 per cent.

(b) The increase has been necessitated due to escalation in the operational costs.

(c) The Bombay-Gulf distance is not shorter than the Trivandrum-Gulf distance. Even otherwise it is not always possible to establish fare levels in direct proportion to the route distance. Other factors such as aggregate capacity deployed, competitive conditions prevailing in the market, the need to develop tourist traffic, the economic conditions existing in the concerned markets etc. also govern the determination of fare levels. In view of these factors and their varying impact on different routes, fares per mile unit differ on different sectors.

Conversion of Ramnagar-Moradabad rail line

2445. SHRI KRISHNA NAND JOSHI: Will the Minister of TRANSPORT be pleased to refer to the answer to Unstarred Question 1079 given in the Rajya Sabha on the 7th March, 1984 and state:

(a) what progress has so far been made with regard to conversion of the Moradabad-Ramnagar rail line;

(b) what is the amount sanctioned for this project during the current financial year;

(c) whether it is a fact that the Government of Uttar Pradesh has in the recent past requested the Central Government for the expeditious completion of the project;

(d) if so, what are the details thereof; and

(e) by when it is likely to be completed?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI HADHAVRAO SEINDIA): (a) The physical progress is about 35 per cent.

(b) Rs. 1.01 crores.

(c) Yes, Sir.

(d) The Chief Minister of Uttar Pradesh has written letter and has also personally discussed the subject.

(e) Its completion will depend on availability of resources in the coming years.

Platforms at Guwahati

2446. SHRI (MOLANA) ASRARUL HAQ: Will the Minister of TRANSPORT be pleased to state:

(a) how many platforms were available for passenger traffic before construction of broad gauge line upto Guwahati;

(b) whether the Department of Railways had directed vide their letter No. 84/TGIII/461/1 dated the 31st July, 1984 to give permission to big contractors to set up bookstalls only on those existing platforms which were replaced due to gauge conversion; and

(c) what are the reasons that orders were flouted by allotting a bookstall to a big contractor on newly constructed platforms number 6-7, at Guwahati, which was to be given to unemployed graduates?